Effects of Land Use Choices on Transportation Fuel Demand 2005 IEPR

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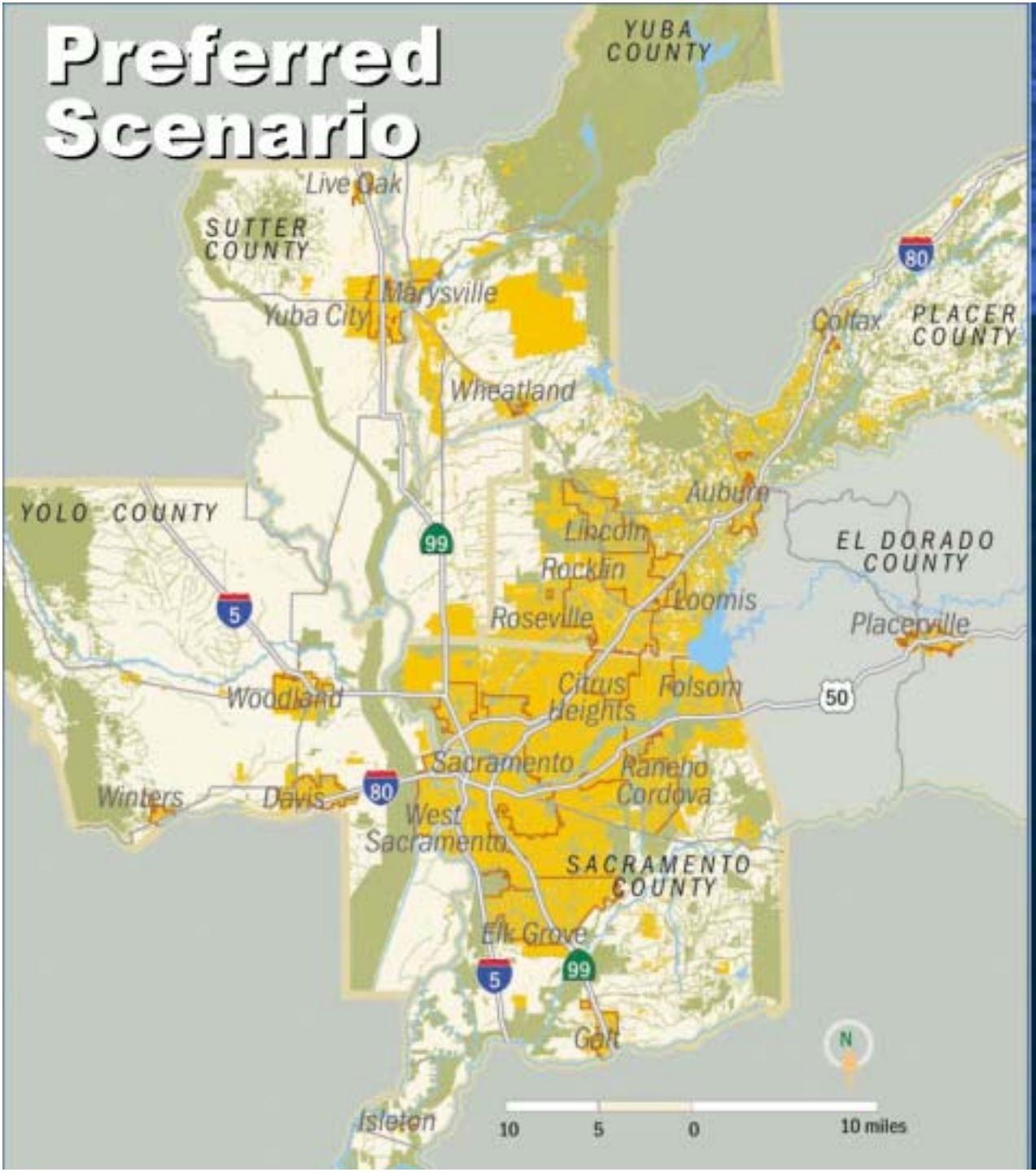
Role of Fuel Demand in Land Use Planning

- Currently no direct consideration of fuel demand in land use or transportation planning
- Land use choices determine the transportation system developed to provide mobility and set VMT and fuel demand for long-term
- New planning and modeling tools are integrating land use and transportation

I-PLACE^{3}S

- Successes in Sacramento and San Luis Obispo indicate that local governments and citizens desire integrated planning
- Relatively simple models can provide fuel demand (and cost) data alongside other key planning parameters
- Decision makers will learn effect of land use and transportation options on fuel demand
- Result = More informed policy choices

Preferred Scenario



SACRAMENTO REGION

Blueprint

TRANSPORTATION / LAND USE STUDY

Key to the Map

- areas of existing and future development
- green areas (e.g. open space, parks, wetlands, vernal pools, stream corridors, hardwood stands)
- agriculture and other undeveloped lands
- rivers, streams and lakes
- city boundaries
- highways
- county boundaries

Sacramento Findings

- Six-county, 2 year Blueprint Program
- Nearly 50 workshops and 3000 participants
- Adopted a plan that reduces VMT per day by 12.3 miles per household in 2050 (with 1.5 million more people In region)
- Fuel savings “estimate” – $75x10^6$ gallons per yr. / $180 million per yr

Actions

- Work with MPOs and Caltrans to value fuel demand as decision factor in Transportation Plans
- Integrate air pollution, transportation and land use modeling at MPO level to get good fuel demand data
- Assist local governments to implement new planning tools – grants and technical assistance
- Establish statewide central deployment to ensure access by all